

APPENDIX A

COMPARISON OF OTHER ROUTING ALTERNATIVES

Several additional routes are being considered as part of this EIS. These routes have been studied extensively in the past and are being considered as route options; however, they are not part of the Applicant's proposed route or the environmentally preferred alternative. The connecting links are shown on Figure A-1 in this appendix, and diagrams of route options are shown in Figure A-2.

ANCHORAGE AREA ROUTE OPTION CONNECTING LINKS

The Anchorage area alternatives included four links that are not discussed in the text of this document. These links provide connections between the three general Anchorage route options presented, and collectively result in 9 additional route options that are associated with the Enstar Route. The other individual links that comprise each of these 9 route options have been identified in Chapter 2 and evaluated in Chapter 3. Therefore, that information will not be repeated in this appendix.

Included in the following paragraphs is a description of each connecting link followed by a listing of each route option associated with that connecting link and the links that comprise the route.

Link A17 (0.3 mile) parallels the right-of-way along Dimond Boulevard and crosses a predominantly commercial area consisting of shopping centers and retail stores. This link connector allows routes to reach the Alaska Railroad and avoid Old Seward Highway and International Airport Road. No significant impacts to land use, visual, aquatic, or biological resources are expected to occur along this link.

Route Option W, Links A11, A13, A14, A17, A9, A10

Links A18 and A19 parallel the right-of-way along O'Malley Road. Link A18 (1.0 mile) includes open space along the western portion of the link and industrial uses such as sand/gravel operation along the eastern portion of the link. This link serves as a connection for the submarine cable landing at Klatt Road to reach the Alaska Railroad. It also serves as a connection for submarine cable landings at Oceanview and Rabbit Creek to reach Minnesota Drive. No significant impacts to land use, visual, aquatic, or biological resources are expected to occur along this link.

Route Option P, Links A1, A3, A2, A18, A8, A9, A10

Route Option R, Links A6, A7, A18, A4, A5

Route Option Z, Links A11, A20, A7, A8, A4, A5

Link A19 (0.2 mile) is characterized by predominantly industrial land uses such as a sand/gravel operation. This link also serves as a connection for submarine cable landings at Oceanview and Rabbit Creek to reach either Minnesota Drive or Alaska Railroad. No significant impacts to land use, visual aquatic, or biological resources are expected to occur along this link.

Route Option T, Links A6, A7, A19, A14, A15, A16

Route Option U, Links A11, A13, A19, A18, A4, A5

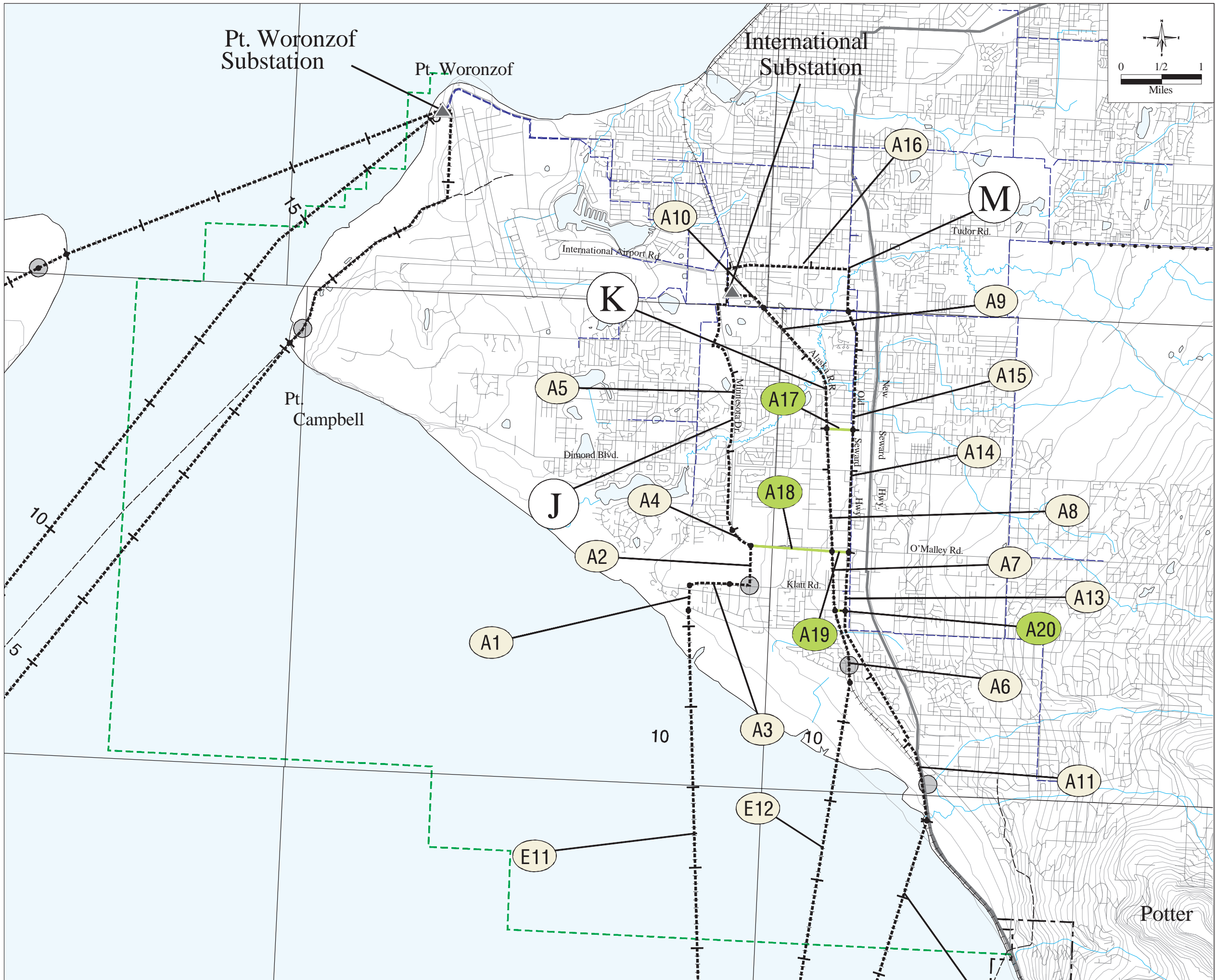
Route Option V, Links A11, A13, A19, A8, A9, A10

Link A20 (0.1 mile) parallels right-of-way along east 120th Avenue and crosses predominantly industrial land uses such as warehouses. This link serves as a connector for the submarine cable landing at Rabbit Creek to reach the Alaska Railroad, and the submarine cable landing at Oceanview to reach Old Seward Highway. No significant impacts to land use, visual, aquatic, or biological resources are expected to occur along this link.

Route Option S, Links A6, A20, A13, A14, A15, A16

Route Option Y, Links A11, A20, A7, A8, A9, A10

Route Option Z, Links A11, A20, A7, A18, A4, A5

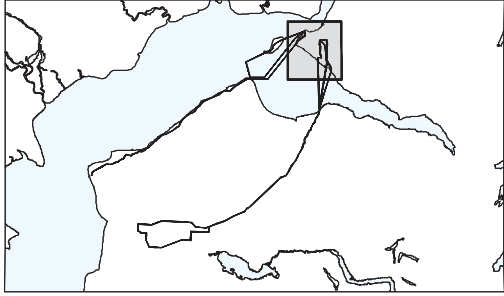


ANCHORAGE AREA ROUTE OPTIONS
AND CONNECTING LINKS
SOUTHERN INTERTIE PROJECT
FIGURE A-1

Legend

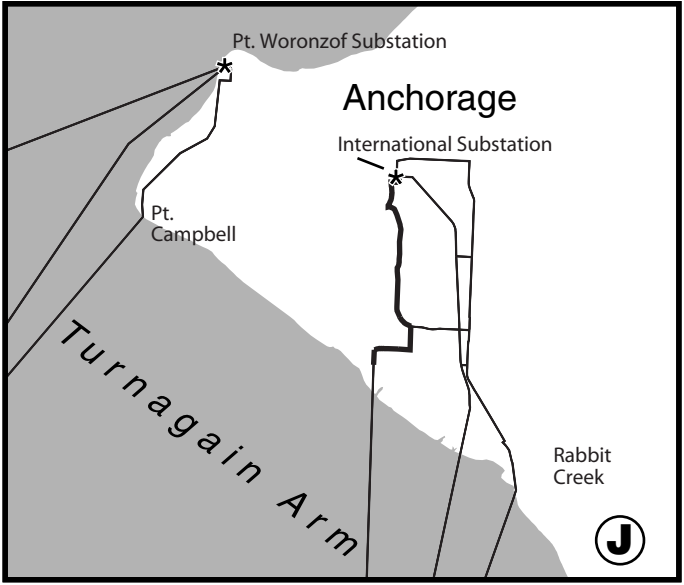
- Route Option
- Connecting Link
- ① Connecting Link Tag

Route Option	Links
J	A1, A3, A2, A4, A5
K	A6, A7, A8, A9, A10
M	A11, A13, A14, A15, A16
P	A1, A3, A2, A18, A8, A9, A10
R	A6, A7, A18, A4, A5
S	A6, A20, A13, A14, A15, A16
T	A6, A7, A19, A14, A15, A16
U	A11, A13, A19, A18, A4, A5
V	A11, A13, A19, A8, A9, A10
W	A11, A13, A14, A17, A9, A10
Y	A11, A20, A7, A8, A9, A10
Z	A11, A20, A7, A18, A4, A5



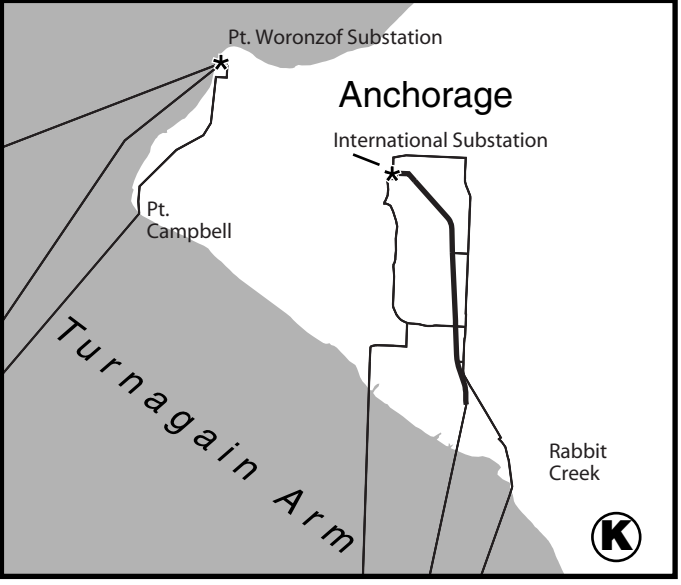
Base Map Sources:
Municipality of Anchorage (1994).
Chugach National Forest (1995).
Kenai Peninsula Borough (1994).
USGS 1:63,360 and 1:25,000 Quads.

Klatt to International



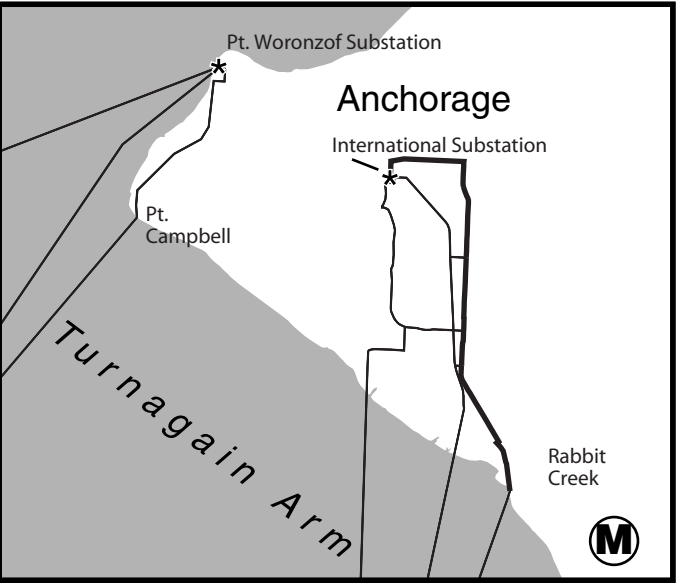
LINKS: A1, A3, A2, A4, A5

**Alaska Railroad/
Oceanview to International**



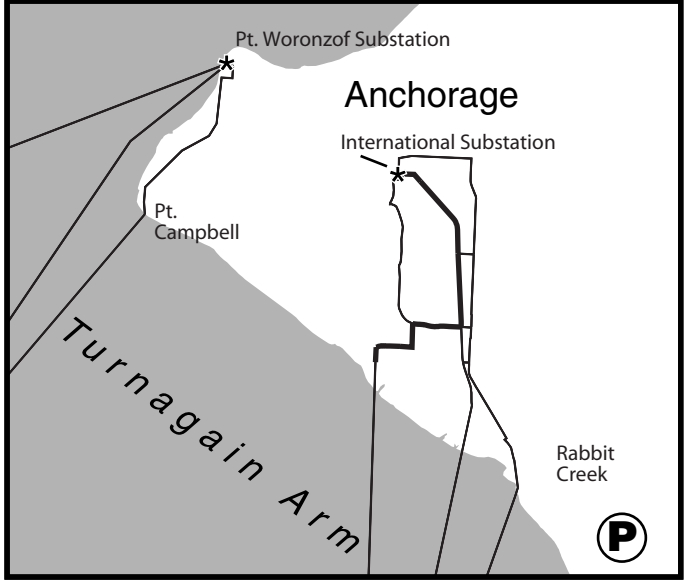
LINKS: A6, A7, A8, A9, A10

**Alaska Railroad/
Rabbit Creek to International**



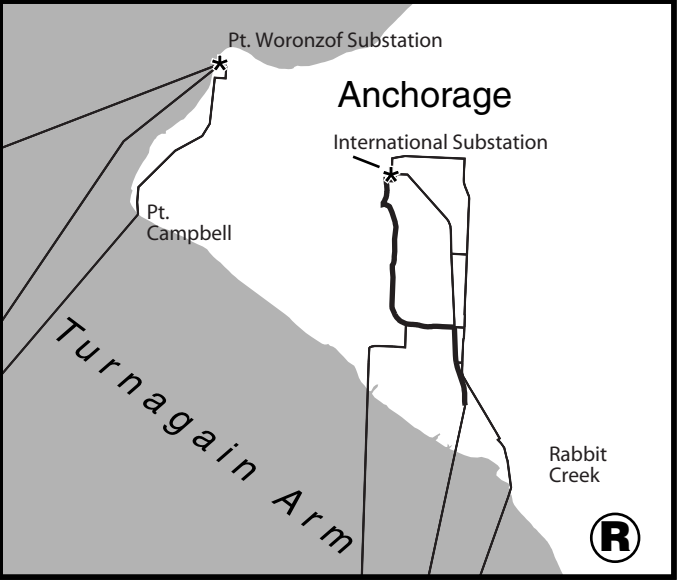
LINKS: A11, A13, A14, A15, A16

Klatt to International



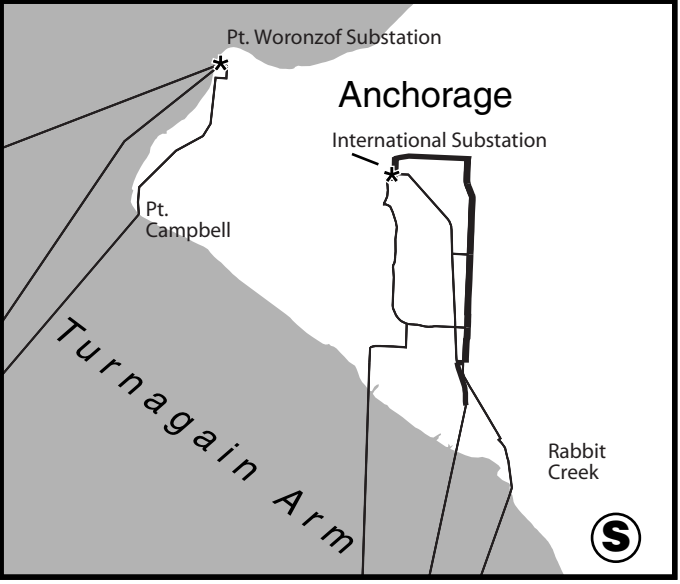
LINKS: A1, A3, A2, A18, A8, A9, A10

**Alaska Railroad/
Oceanview to International**



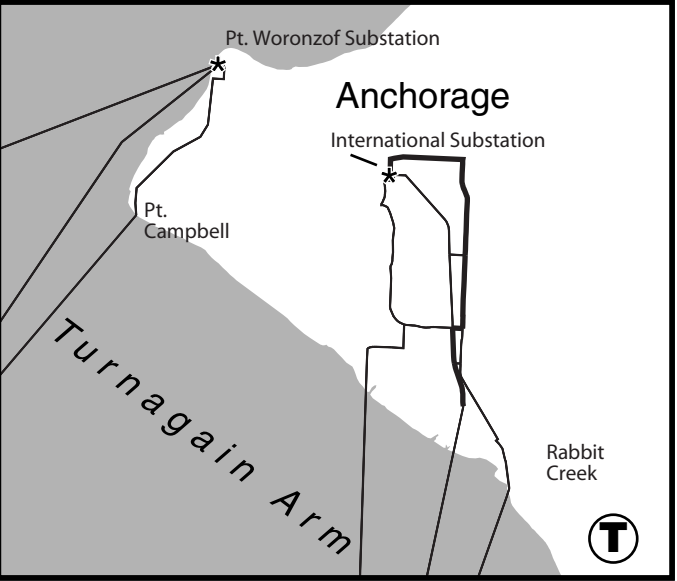
LINKS: A6, A7, A18, A4, A5

**Alaska Railroad/
Oceanview to International**



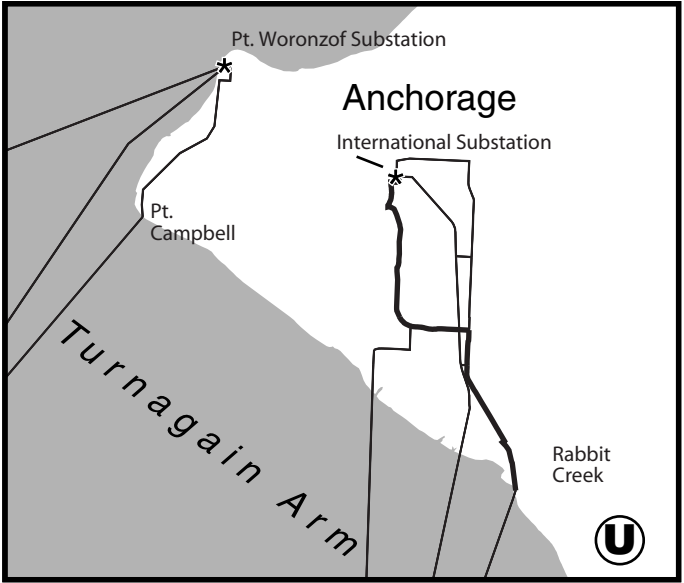
LINKS: A6, A20, A13, A14, A15, A16

**Alaska Railroad/
Oceanview to International**



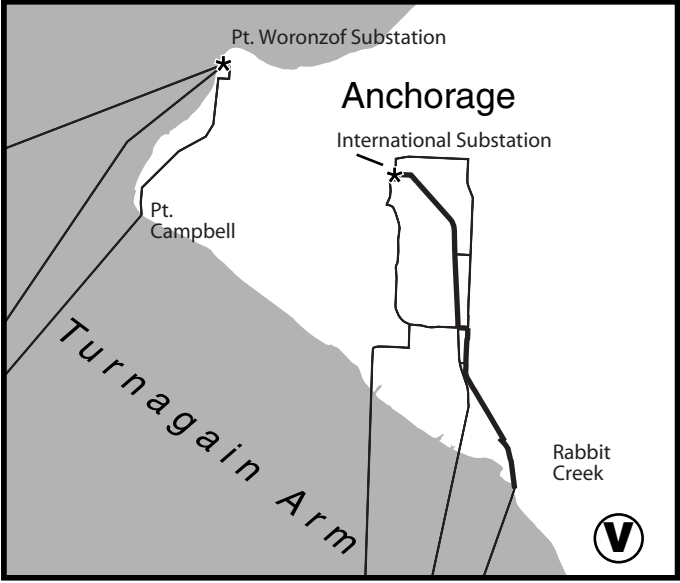
LINKS: A6, A7, A19, A14, A15, A16

**Alaska Railroad/
Rabbit Creek to International**



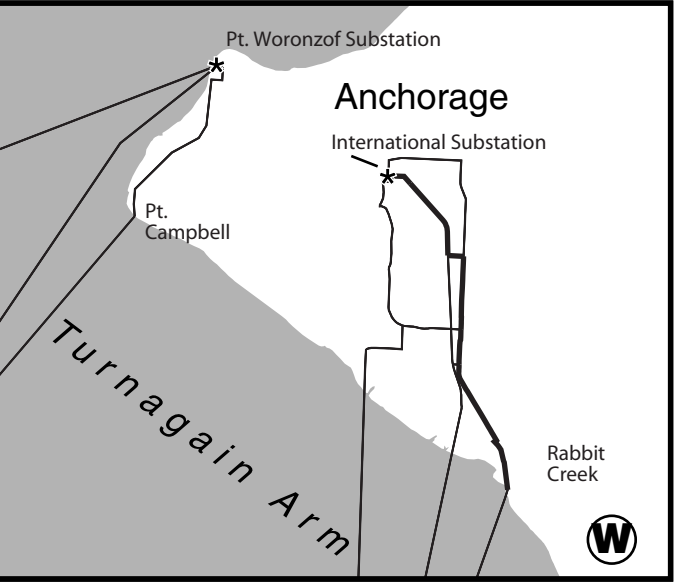
LINKS: A11, A13, A19, A18, A4, A5

**Alaska Railroad/
Rabbit Creek to International**



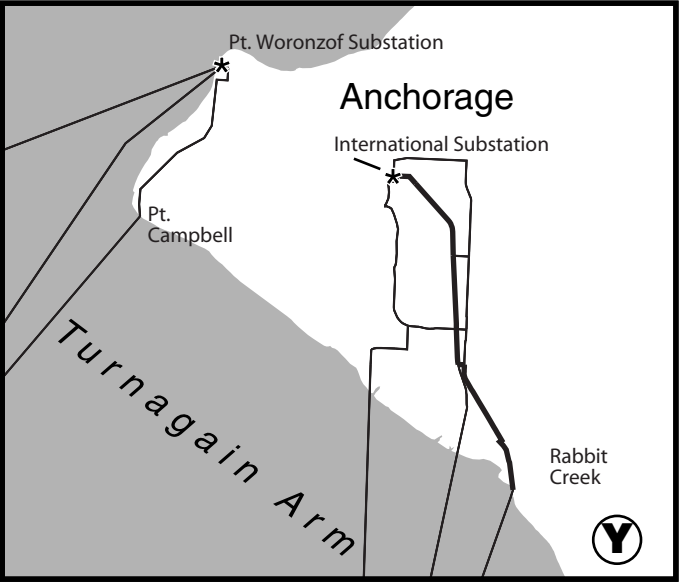
LINKS: A11, A13, A19, A8, A9, A10

**Alaska Railroad/
Rabbit Creek to International**



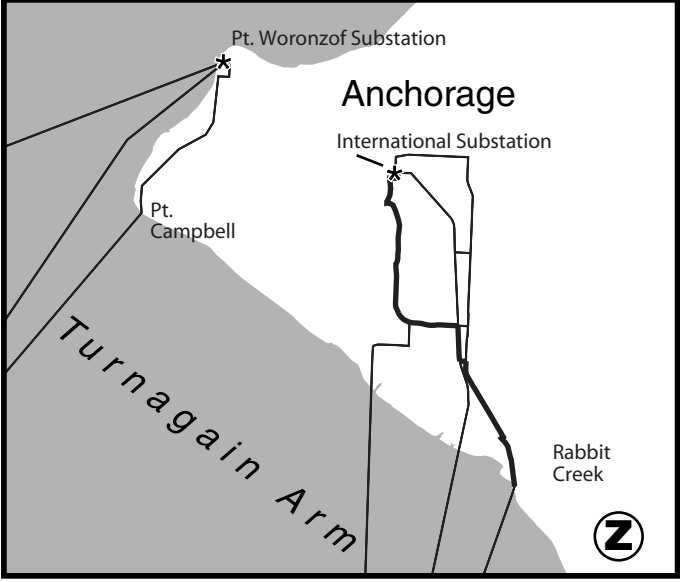
LINKS: A11, A13, A14, A17, A9, A10

**Alaska Railroad/
Rabbit Creek to International**



LINKS: A11, A20, A7, A8, A9, A10

**Alaska Railroad/
Rabbit Creek to International**



LINKS: A11, A20, A7, A18, A4, A5